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Housing Amendments for University District Northwest Urban Center Village (UDNUCV).
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DIRECTOR'S REPORT AND RECOMMENDATION

Housing Amendments for the University District Northwest Urban Center Village.

Introduction and Summary

The Department of Planning and Development (DPD) is proposing amendments to the Land Use Code that are consistent with City and neighborhood goals to foster development of new housing in the University District Northwest Urban Center Village (the University District or the UDNUCV). (See map on Attachment 1.)

In the first eight years following adoption of the Seattle Comprehensive Plan, 528 units of rental housing were created in the UDNUCV. This represents only 32% of the Comprehensive Plan ten-year growth target for housing production for the area, and a failure to accommodate regional growth in neighborhoods where capacity and infrastructure already exist to serve new homes. Land Use Code amendments are proposed to help meet or exceed the housing growth target and to complement other improvements completed or underway to bring increased economic activity to the University District.

The proposed code amendments in conjunction with programs administered by the City's Office of Housing, including the Multifamily Tax Exemption Program (Ordinance 121415), will assist and encourage developers and property owners to create new housing within the area. The code amendments also address affordable housing needs for residents with a range of incomes. The amendments include:

- Reducing the minimum parking requirement to one parking space per unit to reflect more recent U.S. Census data, with an additional requirement for units with more than three bedrooms (0.25 space for each bedroom in excess of three);
- Replace the private open space requirement with one for residential amenities in an amount equal to 10 percent of the floor area in residential use, part of which may be met indoors;
- Eliminate the upper-level coverage limit and allow single purpose residential development with no density limit for a half block located at southeast corner of the intersection of Roosevelt Way NE and NE 50th Street (see Attachment 2);
- Allow twenty feet of additional height in certain areas (see Attachment 3) for projects that include a specified percentage of affordable housing units; and
- Amend the parking policies in the State Environmental Policy Act (SEPA) to be consistent with the new parking requirement.

The proposals for the University District are closely linked to other legislative efforts to support existing and emerging neighborhoods throughout Seattle, including First Hill, South Lake Union and Broadway. Recommendations for these other Urban Centers will

be forthcoming in 2004. In addition, work is in progress to comprehensively review our policies and development regulations governing commercial areas citywide in an effort to improve prospects for business and residential development throughout the city's mixed use urban villages and centers.

Background

The University District Northwest Urban Center Village is the core of the University Community Urban Center¹, one of the city's major employment areas, and additional housing is needed to help ensure a proper jobs-housing balance in the area. The UDNUCV has ample development capacity and offers excellent high capacity transit service, including a proposed light rail station, and well-developed infrastructure to accommodate additional housing that will balance projected growth in employment.

In 2002 and 2003, the City initiated several projects to strengthen economic activity on the University Way NE (the Ave).

- Seattle Department of Transportation refurbished the sidewalks and street furnishings along the Ave.
- A coalition of major businesses and the UW contributed funds to support a third shift of Seattle Police patrols to make the Ave a safer evening destination.
- Amendments to Seattle's noise ordinance enabled faster enforcement of noise violations from parties and other loud disturbances in the surrounding neighborhood.
- The Mayor and Council amended the 1998 Agreement between the City of Seattle and the University of Washington (the 1998 Agreement) to remove the 550,000 square foot limit on UW leasing activity in the vicinity of its campus to encourage development that conforms to the City's neighborhood commercial zoning and pedestrian-designated areas requirements.²

As part of the Ave's revitalization effort, the City Council and the Office of Economic Development commissioned a real estate market analysis titled *University District Market Analysis* (UDMA).³ The UDMA identified a variety of strategies for stimulating the preservation and revival of retail and entertainment uses along the Ave. These strategies included additional rental and owner-occupied housing to increase the proportion of year round residents. More residents are expected to bring increased

¹ University Community Urban Center includes Ravenna, the University of Washington Campus, and the UDNUCV.

² On June 16, 2003, the Seattle City Council adopted Ordinance 121193 to repeal restrictions on the University of Washington's ability to lease certain property in the City of Seattle. On appeal, the Central Washington Growth Management Hearings Board (Case No. 03-3-0016) directed the City of Seattle to provide additional public process regarding the City's proposal to repeal restrictions on the University of Washington. The City Council is consequently considering two alternatives, Council Bills 114941 and 114942.

³ *The University District Market Analysis*, Gardner Johnson, LLC (May 2, 2003).

neighborhood stability and investment, and establish additional market opportunities for retail and service businesses.

Council Resolutions

In response to the UDMA and the proposal to lift the UW lease lid, the City Council adopted two resolutions in June 2003 related to the proposed Land Use Code amendments. Resolutions 30605 and 30607 directed the Executive to develop a proposal including targeted housing strategies that can be used in the UDNUCV to increase the development of market rate housing. The proposed code amendments are consistent with the resolutions.

Analysis

Parking – LUC and SEPA amendments

Minimum parking requirements are intended to reflect an estimate of minimum anticipated demand, coupled with allowances for guest parking and for maintenance and delivery vehicles. These factors are balanced against transportation policies that seek to reduce dependence on automobile use and promote wise use and sustainability of the urban environment.

Demand for parking vs. parking requirements. The 2000 Census offers data on “vehicles available per household” as a way to measure residential parking demand. Measuring vehicles available per household results in a slightly higher number per household than, for example, measuring car ownership, because it may include vehicles not parked at home as well as vehicles parked at home but not owned by a resident such as work vehicles or borrowed cars. “Vehicles available per household,” however, is a reliable predictor of residential parking behavior.

The 2000 Census data confirms a pattern where households in center city neighborhoods and the UDNUCV own fewer cars, on the whole, than households in neighborhoods beyond the center. Center city neighborhoods (the following urban villages: Uptown, South Lake Union, Capitol Hill, Pike/Pine, First Hill, and 12th Avenue) and the University District are located near employment centers and necessary goods and services, and are well served by transit. In other neighborhoods, established land use patterns make owning a car more of a necessity to daily household activities.

Applying the same minimum parking requirement to Urban Center neighborhoods as in more suburban areas imposes a costly burden on housing development, increasing the cost of housing, by requiring construction of off-street parking that may go unused and is not supported by car ownership patterns. Analysis of 2000 Census data shows that one parking space per residential unit – the same requirement that applies in the Pike/Pine and Cascade neighborhoods – would be an appropriate minimum requirement in the UDNUCV. The census information shows that out of 4,831 households in the UDNUCV, average vehicles available per household is 0.9 vehicles. Of these, 371 units were owner-occupied and 4,460 units were renter-occupied. The 371 owner-occupied units had a total of 426 vehicles available, an average of 1.15 vehicles per household.

The 4,460 renter-occupied units had 3,932 vehicles available, for an average of 0.88 vehicles per unit. (See Table 1.)

Table 1: Vehicles Available per Household in UDNUCV (2000 Census)

Unit Type:	Owner-occupied	Renter-occupied	All units
Number of vehicles available	1.15	0.88	0.90

Owner-occupied housing projects, such as condominiums, tend to build more than the minimum parking requirement to facilitate resale of the units. For example, in Belltown where there is no minimum residential parking requirement, new condominium projects build at least one space per unit.

Current parking requirements. The Land Use Code establishes minimum off-street parking requirements for multifamily uses (Chart A to SMC 23.54.015). The parking requirement for multifamily uses generally ranges from 1.1 to 1.5 parking spaces per unit, depending on the following factors:

- number of units;
- unit size; and
- number of bedrooms per unit.

The UDNUCV, however, is located entirely within the University of Washington's Primary and Secondary Impact Zone, where units with two or more bedrooms require a minimum of 1.5 spaces per unit.

The additional parking requirement in the University District was intended to mitigate impacts associated with student housing, such as a higher prevalence of boarding houses with many bedrooms and a higher proportion of units occupied by roommates. The existing housing stock in the University District does not have adequate parking supply in many cases, due to older apartment buildings built before parking requirements and the long history of converting what were once single family homes into student housing. Combined with parking demand from commuter students and UW employees, on-street parking utilization rates are high in comparison to other neighborhoods.

New construction, however, cannot equitably be required to correct this existing condition. The effect of this super-requirement has been to raise the cost of constructing new housing in the University District, resulting in fewer new units. Off-street parking makes up more than ten percent of the per unit cost of single-family houses and condominiums. In Seattle, developers generally report that structured parking costs between \$20,000 and \$30,000 per space, depending on such factors as location, land costs, parking demand, and zoning. These parking costs are passed on to tenants and condominium owners. On smaller lots, which characterize the potential developable parcels in the UDNUCV, construction of off-street parking is particularly expensive because of the area required for aisles and vehicle turnaround space.

Consistency with the Comprehensive Plan. Modifying minimum parking requirement to better match parking demand supports the neighborhood goal of planning for sufficient parking in the UDNUCV. It also strongly supports the University Community Urban Center Neighborhood Plan goal of creating a mixed-use community where one can live, work and play without reliance on an automobile. Goal B-3 of the neighborhood plan directs the City to “[a]llow for parking at levels necessary to sustain the economic viability and vitality of the UCUC.”

The proposed changes to the minimum parking requirements are also consistent with, among others, policies G15 and G16 of the Seattle Comprehensive Plan.⁴

- G15: Provide enough parking to sustain the economic viability and vitality of commercial areas while discouraging commuting by single-occupant vehicle.
- G16: Reduce use of cars over time, particularly for commute trips.

Transit availability in the UDNUCV. The proximity to a variety of transit services makes it easier for neighborhood residents to choose alternatives to single-occupant vehicle travel and automobile ownership. The University District, more than any neighborhood besides Downtown, has direct bus routes to other cities in King County as well as frequent service to Downtown, Capitol Hill and surrounding neighborhoods.

State Environmental Policy Act Requirements. The minimum parking requirements that apply to a project may be modified as a condition of the master use permit under the City’s State Environmental Policy Act (SEPA) Parking Policies. Section 25.05.675M currently allows parking impact mitigation for projects located outside of downtown zones, the Seattle Cascade Mixed zone and the Pike/Pine neighborhood to be provided in the form of increased parking ratios (i.e., requiring more parking than the minimum required by the Land Use Code). This approach is based on the likelihood that spillover parking will occur on the surrounding streets. In the UDNUCV, however, most of the on-street supply is time-limited through the use of Residential Parking Zones or meters, and an environmental analysis of a given project’s parking and transportation impacts would take into account the availability of transit and the lower percentage of households that own cars. In neighborhoods like downtown, Pike/Pine and Cascade, SEPA authority for requiring more off-street parking is not needed due to these factors and, in some cases, SEPA authority can work against City policies and neighborhood goals of enhancing pedestrian and transit use and reducing reliance on single-occupant vehicles. Other tools for mitigating transportation and parking impacts will remain available to planners, such as transportation management plans, car-sharing participation, or transit subsidies for residents. (See DPD Director’s Rule 14-2002, *Transportation Management Programs*.)

⁴ Seattle’s Comprehensive Plan, *Toward a Sustainable Seattle, A plan for Managing Growth*, 1994-2014, last amended in 2002.

Private Open Space – Required Residential Amenities Amendments

To better meet the needs of residents and reduce barriers to housing development that can serve working residents and keep pace with nonresidential development, DPD is proposing to replace the current requirement for private open space with a residential amenity requirement. This proposal is based on research performed by DPD including the following:

- Surveyed owners and renters across the city;
- Toured buildings to evaluate amenities provided;
- Compared Seattle’s requirements to those of other cities in North America; and
- Interviewed housing developers.

Based on the findings of this research, the recommendation for residential amenities for residential uses in commercial zones in the UDNUCV is as follows:

Residential amenity area must be provided in an amount equal to a minimum of ten percent of the gross floor area in residential use, up to a maximum of 50% of the lot area. A maximum of 50% of the required area may be enclosed. 50% of the amenity requirement must be provided on-site with an allowance to provide the remainder off-site, which includes a payment in lieu option.

Table 2 compares the existing and proposed requirements:

Table 2: Current and Proposed Residential Amenity Space Requirements in Commercial and Neighborhood Commercial Zones

Current Requirement: (SMC 23.47.024)	<i>Open space in an amount equal to 20% of a structure’s gross floor area in residential use.</i>
Proposed Requirement:	<i>Residential amenity area in an amount equal to a minimum of 10% of the gross floor area in residential use, and up to 50% of the required area may be enclosed.</i>

The proposal acknowledges that the original intent of the open space requirement was more about tenant amenities than the term “open space” implies. The new proposal better reflects an urban neighborhood and mixed use projects that function well in Commercial and Neighborhood Commercial zones. The benefits of this proposal include:

1. Links the requirement of residential amenity area to the amount of housing proposed, with a maximum limit;
2. Meets residents’ needs while reducing costs of developing new housing;
3. Allows more flexibility for types of amenities provided (and more usable amenities, considering Seattle weather), including: workout rooms and community rooms as well as decks and balconies; and
4. Recognizes typical development, which extends to the lot lines often with retail uses at the sidewalk.

Key features of the recommendation include:

- The requirement is linked to the amount of residential floor area -- as the amount of floor area increases, so must the amount of residential amenity area that is provided;
- Indoor and outdoor space qualify to meet the requirement;
- Private and shared space also qualify, though private space may only make up a portion of the requirement;
- The amount required is consistent with other zones in the city and other cities allowing similar types of development; and
- The required amount addresses the needs of residents.

The required area would continue to be provided above ground in the form of private balconies and common roof decks. Flexibility will be introduced to recognize interior spaces like exercise or community rooms. The proposal recognizes the needs of residents as well as the Seattle's winter weather. Furthermore, the proposal recognizes that residential buildings in commercial zones offer their residents spaces for gathering that residential zones do not offer, in the form of livelier pedestrian streetscapes and hospitable businesses such as cafes, shops and public plazas.

Policy Basis of Open Space Requirement. In 1988, the current private open space requirement was adopted. Open space is required in an amount equivalent to 20% of a structure's gross floor area in residential use. Under this requirement, residential development in a commercial zone is required to provide substantially more open space than similar development in a multifamily or downtown zone.

The intent behind open space requirements is generally to ensure a quality of life for residents by mitigating the impacts of moderate to high density development. Residential amenities, including open space, is intended for residents and their guests, and should not be confused with public parks or other open space. In fact, research shows that open space is only a subset of amenities that serve the needs of residents. Enclosed spaces such as exercise rooms and community entertainment rooms are desired too, particularly during winter months. In the downtown and Cascade neighborhoods, enclosed spaces are allowed to count toward a "common recreation area" requirement. In neighborhoods outside of downtown, these types of spaces are sometimes provided even though they may not count towards fulfilling open space requirements.

Development in the commercial zones in the UDNUCV, like in other areas, including Capitol Hill, Pike/Pine and on First Hill, frequently occupies the entire lot at street level. The current open space requirement often exceeds lot area or roof area, which constrains development, as rooftop area is often insufficient as a location for open space. In addition, people who reside in mixed use neighborhoods tend to spend time strolling along a street or relaxing at a sidewalk café. In order to provide opportunities for more social interaction among residents, rooftop decks, community rooms and exercise facilities are the most common amenities provided. Common spaces tend to be larger and thus provide some relief or added benefit for people living in smaller units. Private

decks or balconies and shared rooftop decks are the most common amenities provided under the current requirement. Because balconies are frequently too small to qualify (balconies must be a minimum of 60 square feet to count as required open space), a rooftop deck is often all that is provided to meet open space requirements.

Resident Survey. DPD conducted an informal survey to learn what amenities residents of multi-family and mixed use residential buildings prefer and how those amenities are used. DPD mailed approximately 600 copies of the survey, with pre-paid return postage, to residents of apartment and condominium buildings throughout the city. The survey was also available on the DPD website. In total, there were 112 responses to the mailed survey and 58 responses to the online survey.

The results of the survey show that there is an interest in having a wider variety of amenities available. For example, when asked how often private outdoor or shared outdoor space is used, as an indication of preference as well as frequency of use, 74 percent reported using private space once a day or once a week and 40 percent using shared space at the same frequency. Response to the same question comparing indoor shared space to outdoor shared space, was that 60 percent used indoor shared space and 40 percent used outdoor shared space once a day or once a week.

Most results are similarly split. The survey provided no clear preference. All types of amenities (indoor/outdoor, shared/private) received sizable levels of support.

Developer Interviews. Developers were asked “What residential amenities appeal most to residents?” The overriding response was that amenity preferences are variable. Residents in higher density areas, such as Capitol Hill, First Hill and the UDNUCV, prefer community amenities rather than open space. Another factor is the type of resident. For example, senior citizens will prefer different amenities than young professionals.

Socioeconomic status also was cited as a factor in amenity preference. Balconies and roof decks are not as important to low income or subsidized housing residents. The most important factor is low rent. The respondents involved with this type of housing noted that they would rather use resources for providing more living space than more open space. In these buildings the amenity that was mentioned as preferred were community rooms where people meet, interact, and build a sense of community.

A related theme revolved around the marketability of amenities and the actual use of amenities by tenants. Shared amenities including community rooms, gyms, or roof decks were reported as attractive to potential renters, but are not necessarily used by the tenants at a high rate. This is similar to the survey responses mentioned above. Therefore, allowing the flexibility for a mix of amenities is part of these housing revitalization recommendations.

Other Cities. Compared to other cities, Seattle’s proposed requirements for amenity space or open space are in the middle to high range. The following chart summarizes these findings.

City	Open Space Requirement (In zones similar to those in the UDNUCV)
Portland, OR and Tacoma, WA	None.
San Francisco, CA	36 to 80 square feet per unit.
Vancouver, B.C.	None required in by-laws, but design guidelines provide for balconies and communal spaces.
Suburban and smaller cities, like Bellevue, WA or Austin, TX.	100 to 800 square feet per unit (typically with maximum requirements)

DPD’s recommended requirements, including minimum amount and dimensions, are similar to those at the high end of the range in San Francisco’s higher density residential and mixed use zones. The residential amenity requirement is also proposed for First Hill and Capitol Hill, which exhibit similar, urban characteristics. Also, in the Pike/Pine Neighborhood, neither open space nor residential amenities are required.

The proposed standard:

1. will meet the needs of residents, while recognizing how such requirements can impact the cost of housing;
2. is still more than or similar to what is required in other cities around the state and North America; and
3. better fits the type of development and the interests of the current and future residents of the UDNUCV in providing housing attractive to people who work in the neighborhood.

Residential Development Upper-level Coverage Consistency

This proposal applies to the following limited area: the half block on the east side of Roosevelt Way NE, between NE 50th and 47th Streets (see map on Attachment 2). This half block is just outside of the light rail Station Area Overlay District, which allows the type of development proposed for this half block area. The proposed amendments would allow for development of a block with a consistent set of regulations that present more opportunity for housing.

Buildings in commercial zones that contain only residential uses (usually apartments or condominiums) are considered “single purpose residential (SPR) structures” in the Land Use Code. Unless prohibited or permitted outright in certain neighborhoods, SPR structures are currently permitted as an administrative conditional use in commercial zones. Furthermore, the number of residential units in an SPR structure is subject to a density limit while residential units in a mixed use structure have no density limit (the number of units is limited only by the “building envelope,” dictated by the permitted structure height, width and depth of the zone and other development standards of the applicable zone).

The proposal is to allow SPR structures outright in the designated area with no code required limit on the number of dwelling units. These changes will create an opportunity to increase housing supply within the half block and will also increase the choices available to property owners and allow flexibility to respond to market conditions. Encouraging a variety of housing types, along with added supply, is vital to a successful strategy for urban centers and villages or mixed use town centers.

Currently in commercial zones both mixed use and SPR structures are subject to an upper-level lot coverage limit. Structures containing only nonresidential uses are not subject to an upper-level lot coverage limit. What this means, for structures containing residential use, is that while the base level of the structure may extend out to the property lines, the upper level (the residential floors) can only occupy an area (width and depth) up to 64% of the area of the lot. The goal of the proposed change is to treat structures with residential uses the same as those with only commercial uses.

Within the Station Area Overlay district in the UDNUCV the upper-level coverage limit does not apply. As with development in this overlay and in other parts of town (the Downtown Mixed Residential (DMR) zone and the Seattle Mixed (SM) zone), all levels of a building may extend to the property lines. Bays, modulations and courtyards allow dwelling units access to light and air in these zones, which, along with mitigating bulk and scale impacts, is one of the main goals of the upper-level lot coverage limit. With the Design Review Program, which was not in existence when upper-level coverage limits were implemented, bulk and scale impacts can be addressed as well. By removing the upper-level coverage limitation, additional dwelling units can be accommodated in a manner that has proven successful in other parts of the city and will, to a moderate extent, increase housing density in an important urban center village.

Existing requirements for structure setbacks will continue to apply in those circumstances where higher intensity commercial zones border lower intensity residential zones in order to promote transition between commercial and residential development. Setbacks are required from the property line for portions of a structure above 12 feet in height and upper-level setbacks are required for the facades of structures over 40 feet in height. (*See* SMC 23.47.014 C.) These required setbacks, as well as the application of the Design Review Program when new development exceeds program thresholds, will help ensure appropriate transitions between zones and mitigate height, bulk and scale impacts of new development.

Additional Height for Affordable Housing

This proposal to allow up to 20 additional feet in height as an incentive for the creation of affordable units is intended to encourage housing production that serves households at different income levels in the UDNUCV.

This incentive would apply to the area generally bound by NE 50th Street to NE Campus Parkway; Roosevelt Way NE to 15th Avenue NE; and properties near the intersection of NE 42nd Street and 7th Avenue NE. Properties abutting The Ave are not included (*see* map on Attachment 3).

The 20 feet of additional height must be matched within the building by an equivalent amount of housing. For example, if the 20 additional feet would result in two additional floors, there must be at least two equivalent floors of housing somewhere in the building; the top two floors would not need to be residential. The additional height affordability levels would track the Multi-Family Tax Exemption (MFTE) Program, with requirements targeted to 60%, 65% and 70% of median income. Table 3 lists the income levels and the number of affordable units required by percentage of the overall number of units in the development:

Table 3: Affordable Housing Requirements for Height Incentive Eligibility

Income Level*	Percentage of Housing Units to Be Provided at Specified Income Levels
Up to 60% of median income	Four (4)%
Up to 65% of median income	Six (6)%
Up to 70% of median income	Eight (8)%

* Median Income means annual family median income for the Seattle-Bellevue-Everett Primary Metropolitan Statistical Area, as published from time to time by HUD, and as adjusted for household size according to the method used by HUD for income limits in subsidized housing.

The potential impacts on the UDNUCV of the potential additional height would come from the additional residential density, the bulk of the larger building, and the increased transportation and parking impacts.

If, for example, a mixed use building can provide five floors of housing without the height incentive and seven floors of housing using the height incentive, there could be up to a 40% increase in the number of units possible on that site. The UDNUCV has sufficient infrastructure to accommodate the additional density. It is a regional employment center located adjacent to major freeways, with ample transit service and a wide array of goods and services.

The shadow impacts of the additional height are not likely to be significant. Additional height is only permitted in a limited part of the area zoned Neighborhood Commercial, which does not include parcels adjacent to the Ave. Areas zoned Commercial or Neighborhood Commercial that are adjacent to residentially zoned areas are already subject to regulations requiring building heights to “step down” toward the residential areas. (See SMC 23.47.014 C.)

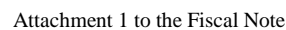
Additional height for housing in the designated NC zones provides an opportunity to meet housing demand with fewer adverse transportation impacts than in residentially zoned areas. Locating a diverse mix of housing in the center of the University District places it directly on bus lines and near shops and services. New development will meet

the anticipated parking demand of its residents pursuant to the Land Use Code minimums as amended by this proposal.

Recommendation

The executive recommends approval of the following proposed amendments:

- *Set minimum parking requirements to reflect existing vehicle ownership patterns.* Reduced minimum parking requirements will help reduce the cost of housing for owners and renters, and supports neighborhood goals for residential redevelopment in the University District. For these reasons, a minimum parking requirement of 1.0 parking space per dwelling unit in the UDNUCV is recommended, with 0.25 additional space for each bedroom in excess of three per unit to address larger households and shared housing situations.
- *Apply the new private residential amenity requirement.* Current requirements for open space are a barrier to needed residential development in commercial zones, and can be corrected while still meeting the open space needs of building users and tenants. The executive recommends requiring residential amenities in an amount equal to 10 percent of the floor area in residential use in the UDNUCV.
- *Eliminate the upper-level coverage limit and allow single purpose residential development with no density limit for a half block located at southeast corner of the intersection of Roosevelt Way NE and NE 50th Street.* This half block area is just outside of the station area overlay district. The other half of the block is within the station area overlay district. The recommended amendment will allow this area to be developed according to one set of rules, in a manner that will promote housing development.
- *Allow twenty feet of additional height in certain areas for projects that include specified percentages of affordable housing.* This will allow for more housing to be placed at key locations in the UDNUCV to support retail uses on the Ave and close to the employment opportunities in the neighborhood. The affordability provisions will address low-income housing needs for residents with a range of incomes.
- *Modify SEPA parking policies to exempt residential uses in the UDNUCV from requirements to provide more parking than the minimum required by the Land Use Code.* The urban conditions that permit residents of the UDNUCV the convenience to live, work and play without reliance on single-occupant vehicles indicate that the use of SEPA authority to require more parking than the minimum required by the Land Use Code is both unnecessary and inappropriate. To make SEPA parking policies consistent with Seattle's parking regulations, the Executive recommends elimination of SEPA authority to require more parking in the UDNUCV for residential uses than otherwise required by the Land Use Code.



Attachment 2: Area of Proposed Change to Single Purpose Residential Upper-level Lot Coverage Limitations



